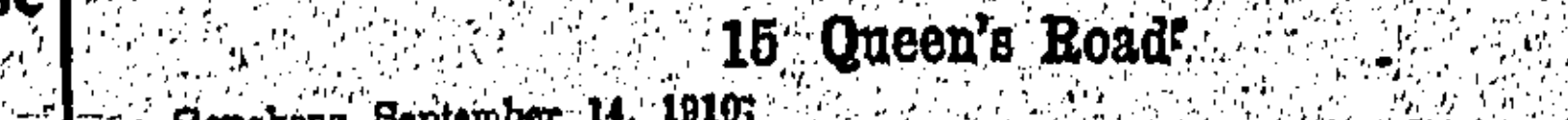


ALEX. PONS
 SUTTON GARDENS
 LONDON
OLD TOM GIN
 'COBRA' BRAND.
 SHOTS AS CREAM.
 AGENTS
 Bumard & Berblinger

PRICE, \$8.00 Per Month



Intimations.

G. FALCONER & Co.,

LIMITED.

WATCHMAKERS AND JEWELLERS.

HOTEL MANSIONS.

Telephone No. 983.

NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL

MERCHANTS, ETC., OF FIFTY YEARS STANDING.

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, General Manager.

Hongkong, August 18, 1908.

TRY . . .

WEISMANN'S
PURE FRESH COFFEERoasted and ground on our
premises daily.

IN 1 LB. AND 1 LB. TINS.

Hongkong, July 20, 1910.

WHITE ANTS.

AVENARIUS CARBOLINEUM

THE BEST

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

THE ONLY EFFECTIVE AND

LASTING PROTECTION

AGAINST

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS:

MELCHERS & CO.

NATURAL

ENO'S

HEALTH-GIVING

FRUIT

REFRESHING

SALT

INVIGORATING

DINNEFORD'SThe Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Nausea, Eructations, Bilious Affections.The Physician's
Cure for Gout,
Rheumatic Gout,
and Gravel.Safest and most
Effective Remedy
for
Regular Use.**DINNEFORD'S****MAGNESIA****THE CHINA MAIL, LTD.**

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPERS,
TUBES, WINE LABELS, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE,
6, Wyndham Street.

European Supervision

Moderate Prices.

Intimations.

**MITSU BISHI GOSHI KWAISHA**
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, HOJO,
NAMAZUTA, SAYO, SHINNEW
and KAMIVAMADA Collieries.SOLE AGENTS FOR KISHIDAKE, MI-
YAO, and KIGIO-KOMATSU Coals.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Kanatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow

T.Y. ADDRESSES for above: "IWASAKI"
Code:—A1, ABO 5th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.

CHINKIANG: Messrs Gearing &
Co.MANILA: Messrs Macdonald &
Co.

For particulars, apply to

H. OISHI,

Manager,
No. 2, FREDERICK STREET,
HONGKONG, January 9, 1909.

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

In the Goods of DAVID RUSSELL,
late of Knockby, in the County
of Antrim, Farmer, deceased.

NOTICE IS HEREBY GIVEN that the
Court has, by virtue of Section 88
of the Probates Ordinance 1897, made an
Order limiting the time to the 29th day of
October, 1910, within which all Creditors and
other persons having any claims or demands
upon or against the above Estate are to
send in such claims.

All Creditors and other persons are
accordingly hereby required to send particu-
lars of their claims to the Undersigned
before the date mentioned.

Dated this 9th day of September, 1910.
JOHNSON, STOKES & MASTER,
Princes' Buildings,
Ice House Street,
Hongkong,
Solicitors for the Executors.

IN THE SUPREME COURT OF
HONGKONG.

PROBATE JURISDICTION.

In the Goods of HENRY EDGAR, late
of The Bath Club, Piccadilly, in the
County of Middlesex, England,
Esquire, deceased.

NOTICE IS HEREBY GIVEN that the
Court has, by virtue of Section 88 of
the Probates Ordinance 1897, made an Order
limiting the time to the 29th day of Octo-
ber, 1910, within which all Creditors and
other persons having any claims or demands
upon or against the above Estate are to
send in such claims.

All Creditors and other persons are
accordingly hereby required to send particu-
lars of their claims to the Undersigned
before the date mentioned.

Dated this 9th day of September, 1910.
JOHNSON, STOKES & MASTER,
Princes' Buildings,
Ice House Street,
Hongkong,
Solicitors for the Executors.

DOUGLAS STEAMSHIP CO., LD.

THE ORDINARY GENERAL MEET-
ING of the Shareholders in the above
Company will be held at the Company's
Office, on SATURDAY, the 24th Septem-
ber, at 3 o'clock, for the purpose of receiving
the Report of the General Managers, to-
gether with a Statement of Accounts to the
30th June, 1910.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from 9th to 24th
September, both days inclusive.

DOUGLAS, LAFRAIK & Co.,
General Managers.

Hongkong, September 3, 1910. 1079

WING ON CO.,

TAILORS AND OUTFITTERS.

HAVE JUST RECEIVED NEW SHIP-
MENTS OF

Drapery, Grocery, Iron-
mongery, Crockery, Glass and
China Ware,
Furniture, Watches & Clocks.

The Cheapness and quality of
their Goods have no equal.

209-213, DES VUEUX ROAD

CENTRAL,

107, CONNAUGHT ROAD

CENTRAL.

(Transit pass the Door).

Telephone 189.

Hongkong, August 18, 1910. 772

THE AMERICAN COLOUR
PROBLEM.

The Washington correspondent of the
Times, under date July 15, writes the fol-
lowing interesting article on the colour
problem in America—

The race disturbances—riots they cannot
be called—that followed the Reno prize-
fight have led to a renewed discussion of
the colour question. Their comparative
harmlessness has been discounted by their
ubiquity. They have served to drive home
the smouldering dangers of racial antipathy
in a way that isolated riots as grave even,
as the Atlanta outbreak in 1906 or the
Springfield (Illinois) outbreak of 1908
were apparently unable to do. The folly of
allowing the gratuitous complication of
what is admittedly one of the most serious,
perhaps the most serious, of the social
problems which the United States have to
face has been pointed out in all quarters.
Intelligent negroes hold that the outcome
of the fight is a misfortune for their im-
pulse race, inasmuch as it will tend to
stimulate its youth to try to emulate the
achievements of Johnson rather than to
pursue steady employments. They realize,
with the educated white community, that
the race question, if it is to be solved, must
be approached with infinite caution and
with infinite patience on both sides. Any-
thing that may tend to keep alive the
prejudice of the lower classes of the white
against the negro is above all deplored.

Despite exaggerations, it is impossible to
deny that the Reno affair has done harm.
The American race question, apart from
the fundamental compelling fact behind it,
is in many ways different from race
questions in other parts of the world. The
history of its origin, of course, the same
as in other communities where African
"slave labour" was once employed; but since
the manumission of the slaves the problem
has developed upon peculiar lines. There is
much dissimilarity between the race prob-
lem here and the race problem in the West
Indies. In the case of countries where a
"previous condition of servitude" is not at
the bottom of the trouble the dissimilarity
is even greater. Take, for instance, the
question of colour marriages. In the
United States, because the negro problem
was conceived in times of slavery, when
the dominant whites had traditions which
made such marriages unthinkable, and has
grown to maturity amid a public sentiment
fiere enough to reduce such marriages to a minimum, the question
has never been and is never likely to be
one of active and positive importance.
Here as elsewhere colour marriages stand
as the symbol of race prejudices from the
white man's point of view; but law and
custom have removed them from "practical
politics."

THE LINES OF SOLUTION.

The solution of the problem postulates
not the extermination of race prejudices,
but its transformation into an orderly,
well-defined, social fact. There is not the
slightest possibility, so far as can be seen
now, that the "colour line" will ever be
wiped out. All speculation as to the mor-
gling of the races may be dismissed as futile.
There will always be upon the "near-
white" for all practical purposes, the same
social barrier as rests upon the full-
blooded negro. It is not colour, but blood,
against which the line is drawn. To
imagine that it can ever be otherwise is
gravely to misapprehend the whole subject.
Nor is there any possibility of the gradual
extinction or the wholesale transportation
of the negro. Enlightened people of both
colours now recognise these facts. It is
fairly generally admitted that the social
salvation of the negro, if it lies anywhere,
lies not in striving after "social equality,"
but in the creation of a definite coloured
social organization. By becoming indus-
trially efficient the negro must show that
he is worthy to take, in all but social
relations, an equal place in the community
with the white man. The basis for this
evolution is education upon practical lines.
It is after this that what is most enlighten-
ed in the negro race and most far seeing in
the white race is now striving. The centre
of the new spirit may, without disrespect
to other negro leaders, be said to be at
Tuskegee, the remarkable negro college
which Mr Booker Washington has built up
in Alabama. The result of the movement
which Mr Washington so brilliantly in-

(Continued on Page 5.)

NOTICE.

WE have This Day admitted, Mr
ARTHUR NISSEN as PARTNER
in our firm.
OLOF WIK & CO. AGENTS, LTD.
Göteborg, 1st September, 1910. 1155

NOTICE.

WE have This Day been appointed
AGENTS (or the SWEDISH EAST
ASIATIC STEAMSHIP CO., LTD.)
OLOF WIK & CO. AGENTS, LTD.
Göteborg, 1st September, 1910. 1156

STRAYED OR STOLEN.

BLACK Half Bred SPANIEL BITCH,
"Lemon" Badge on Collar No. 1345,
answers to name of "SALLY". Any one
found detaining same after this date will
be prosecuted. Reward if required on
returning to—
"J. I. A."
c/o G. Fawcett & Co., Ltd.,
Princes' East.
Hongkong, September 21, 1910. 1154

Intimations.

WANTED.

REQUIRED by a FIRST-CLASS
MERCANTILE HOUSE (Export &
Import) in Hongkong, an experienced man
of business to act as COMPTROLLER.
Good references and security to the extent
of at least \$50,000 required.
Apply in writing to
Messrs JOHNSON, STOKES & MASTER,
Princes' Buildings,
Ice House Street,
Hongkong, September 20, 1910. 1152

WANTED.

HOUSE wanted at the P.E.A.
Apply "CHARTER" RUMAH,
Care of "CHINA MAIL" Office.
Hongkong, Sept. 19, 1910. 1142

WANTED.

By a Lady in Shanghai a NURSE.
European preferred, for one little
girl, age 4. Applicant must be a good
needlewoman. Write stating age, refer-
ences, &c., to
"HANGHAI,"
Care of "CHINA MAIL" Office.
Hongkong, August 22, 1910. 1025

VANCOUVER ISLAND OFFERS
Sunshine, Mild Climate; good pro-
spects for ambitious men with small capital in
business, professions, fruit-growing, poultry,
farming, manufacturing, lands, timber,
mining, railroads, navigation, fisheries,
new towns; no thought of a day's work,
no taxes, no military. For authentic infor-
mation, free booklet, write Vancouver Island
Development League, Room 47, Brough-
ton St., Victoria, B.C.
Hongkong, August 9, 1910. 697

OWEN B. WILKS & CO.,

GENERAL & COMMISSION

AGENT.

STOCKS KEPT OF

SHIPOWNERS ANTIFOULING

COMPOSITIONS

FOR SHIPS BOTTOMS (GALVANIZED BRAND).

ANTI-FRICTION METALS.

GRIPOLY BELTING,

METALLIC FILAMENT and other.

ELECTRIC LAMPS, FANS AND

SUPPLIES.

46, Connaught Road Central.

TELEGRAM, WANDERERS. TEL. 909.

Hongkong, August 2, 1909. 779

NORTH BRITISH & MERCANTILE

INSURANCE CO.

WITH WHICH IS INCORPORATED THE

OCEAN MARINE INSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1909,
£19,875,367.

I—Authorized Capital £5,000,000

Subscribed Capital £3,275,000

Paid-up Capital £2,212,500 0 0

II—Fire Fund £1,259,138 6 7

III—Life & Annuity Funds £15,089,333 10 11

Sinking Fund Accounts £5,388 5 0

Revenue Fire Branch—£19,875,366 19 6

"Life & Annuity"—£1,897,836 14 3

Branches—£1,897,836 14 3

Marine Department 209,821 7 8

Other Receipts—£5,253 8 1

£24,45,508 7 10

The Accumulated Funds of the Fire and
Life Departments are free from liability in
respect of each other.SHEWAN, TOMES & CO.
Agents.

ROSSIA INSURANCE

COMPANY.

ST. PETERSBURG, RUSSIA.

TOTAL ASSETS—Rubles 75,674,840

NOTICE IS HEREBY GIVEN that
Messrs MELCHERS & CO. have
been appointed our AGENTS in Hong-
kong.Referring to the above Notice, we have
taken over the Agency of the
ROSSIA INSURANCE COMPANY,
ST. PETERSBURG, RUSSIA.And we are prepared to accept Orders for
FIRE & MARINE INSURANCE
(European and Chinese Risks) at Current
Rates.MELCHERS & CO.,
Insurance Dept.
Hongkong, February 4, 1910. 168

J EYES

FLUID

SOLE AGENTS

W G HUMPHREYS & CO.,

RANE BUILDINGS.

Hongkong, May 18, 1908. 1024

THE BACK DOOR

A SKETCH OF WHAT MIGHT

HAPPEN.

Reprinted from the "CHINA MAIL."

To be had at the "CHINA MAIL" Office,
5, Wyndham Street

Price—50 Cents

Intimations.

Promptness is second only to accuracy.

A BROKEN LENS

OR

LOST GLASSES

Means discomfort to you until replaced.

We issue prompt delivery of glasses—

BECAUSE our stock is complete, so carefully systematized
and checked that the excuse "We are just out" is unnecessary
with us.BECAUSE we carry a trained force of workmen ample for
any emergency.BECAUSE our mechanical equipment is complete with
extra grinding and surfacing machines sufficient for any usual
rush of work.BECAUSE all work is done on the premises and every job
is traced through the various shop operations and ready on time.No matter whether you need the simplest form of
lens, or the most complicated. Toric, we can satisfy you on
PROMPT RESULTS.

PHILIPPINE OFFICE

CLARK & Co.

SCIENTIFIC OPTICIANS

HOTEL MANSIONS

Bldg. HONGKONG

ENTRANCE ON PEDDER STREET.

Hongkong, July 25, 1910.

Make no Mistake
about it!**WATSON'S****SCOTCH
WHISKY**

best from Dundee. Demand it.

Agents for Hong-Kong. SHEWAN, TOMES & Co.

Hongkong, June 25, 1909.

YEE SANG FAT,

34, QUEEN'S ROAD CENTRAL

(OPPOSITE POST OFFICE).

TAILORS AND OUTFITTERS.

ALL THE LATEST GOODS.

STYLE AND FIT

GUARANTEED.

LOWEST PRICES.

Hongkong, Sept. 20, 1910. 1148

CHEONG HING.

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURTAINS, PORCELAIN, JADESTONE

AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

BUSINESS

COMMENCED,

WEDNESDAY, 13TH JULY.

HONGKONG, 77, QUEEN'S ROAD

CENTRAL.

Hongkong, July 11, 1910. 680

SINGON & CO.

IRON, STEEL, METAL AND HARD

WARE MERCHANTS. Wholesale

and Retail Ironmongers Pig Iron and

Foundry Cokes Importers. General Store-

keepers and Shipchangers. Nos. 36 and

37, HING LOO-SI STREET, (2nd Street, west

of Central Market) Telephone No. 815.

Hongkong, September 4, 1909. 1124

LABUAN COAL

NOTICE—This COAL can only be

obtained from THE LABUAN COAL

FIELDING CO., Ltd. who are now prepared to

supply fresh Coal supplies from the Mine.

Steamers load at the Wharves. Quick

despatch.

Telegrams: "LABUAN LABUAN,"
BRADLEY & CO.,
Agents, Hongkong.

Hongkong, August 11, 1909. 1014

JAPANESE MASSAGE

Masseur MEIJI SHA,

GRADUATE OF

KOBE MASSAGE SCHOOL.

ATTENDANCE AT

PATIENTS' RESIDENCES.

Intimations.

J. T. SHAW,

Tailor & Outfitter.

HONGKONG HOTEL,
Queen's Road.

Hongkong, November 1, 1909. 1981

THE BIRD IN THE HAND

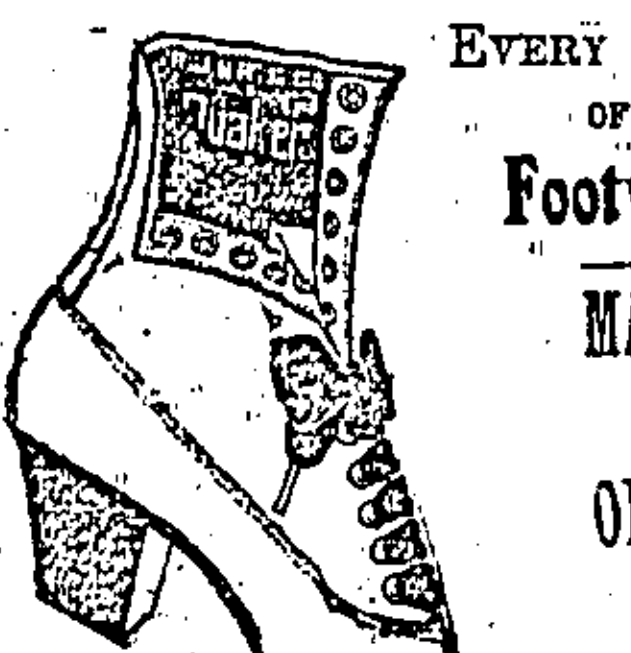
(A BIRD IN THE HAND IS WORTH TWO IN THE BUSH).

"THE bird in the hand" to the merchant the customer within the store. It requires some sort of attraction in the first place to get the customer there—about the best attraction is a real live advertisement; something good that will catch the eye that has been carefully written, artistically compiled and strikingly set up. Advertisements in the China Mail and Overseas China Mail read the best look the best and give the best results.

Hongkong, April 12, 1910. 484

JAPANESE MAKERS.

EVERY KIND OF
Footwear
MADE
TO
ORDER



CHERRY & CO.,

35, WELLINGTON STREET.

Hongkong, May 5, 1910. 578

PATELL & CO.,

Exporters & Importers

General Merchants

and

Commission Agents.

Hongkong and

Canton.

WEEKLY NEWS

FOR HOME

The Overland China Mail

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive it while at Home.

Price \$14 per annum including postage. The China Mail, Ltd.

5, Wyndham Street.

THEATRE ROYAL.

ONE WEEK ONLY.

NICOLA

And the same Original Company that Mystified

New York 6 Months Chicago 3 Months
London 6 Months Vienna 3 Months
Paris 6 Months Berlin 3 Months

And all the Principal Cities of the World
OF ELABORATE 100 New Illusions
Tons of Elaborate STUNNING FEATS
Special Apparatus and SENSATIONAL
Electrical Effects SURPRISES

POSITIVELY THE GREATEST SENSATION THE WORLD HAS EVER KNOWN

EXTRA ADDED SPECIAL FEATURES

NICOLA'S Challenge Hand Cuff SENSATION

Nothing on earth has yet been found that can hold Nicola a prisoner

GEORGE NADOLNY WHIPPLE & ADAMS

America's Greatest Eccentric Juggler

MARGUERITE SUTTON DOBBSKI

The Peerless Psychic Marvel

The King of Laugh Provokers

TWO SOLID HOURS OF LAUGHABLE MYSTIFYING AND EDUCATING ENTERTAINMENT

Commencing WEDNESDAY, October 5th.

SPECIAL MATINEE: SATURDAY, October 8th.

Booking at ROBINSON'S.

Hongkong, September 21, 1910. 1158

To Let.

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, January 1, 1910. 709

TO LET.

OFFICES in DES VUEX ROAD, CENTRAL, corner of Ice House St.

Apply to Messrs PERCY SMITH & FLEMING, 5, Queen's Road.

Hongkong, June 1, 1910. 390

TO LET.

FOUR and Five-Roomed HOUSES, at Kowloon.

New and Commodious SHOPS, NATHAN ROAD, Kowloon. Immediate possession.

Apply to HUMPHREYS' ESTATE & FINANCE CO., Ltd.

Hongkong, March 23, 1909. 408

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour lately occupied by Messrs Jardine, Matheson & Co., Ltd.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, August 1, 1910. 734

TO LET.

OFFICES, HOTEL MANSIONS.

Apply to HENRY HUMPHREYS, Alexandra Buildings.

Hongkong, August 31, 1910. 1063

TO LET.

GODOWN No. 4, NEW PRAYA, Kennedy Town.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, August 29, 1909. 1052

TO LET.

NOS. 19 & 23, SHELLY STREET, New 5-roomed House.

No. 4, BEACONSFIELD ARCADE, Shop.

No. 57, PRAYA GRANDE, MACAO. 1 House in BEACONSFIELD TERRACE.

O.M.S. 22K RINGLOW, Mount Kailash, furnished for 7 months from 1st November, 1910.

OFFICE in BEACONSFIELD ARCADE

FOR SALE: TOR OREST, at Peak commanding magnificent view of the Harbour and adjacent islands.

Apply to LINSTED & DAVIS, 3rd Floor, Alexandra Buildings.

Hongkong, April 12, 1907. 418

TO LET.

CONDUIT ROAD, Clifton Gardens.

14, BOWEN ROAD lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GUDDONS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-NAI-CHONG ROAD. OFFICES in YORK BUILDING.

No. 10, DES VUEX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Moderate Rents, PRAYA EAST—Corner of Observation Place. The Transit stop at the door.

Also new EUROPEAN FLATS adjoining the new Swissland's Institute, Praya East.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.

Hongkong, September 10, 1910. 42

HUGHES and HOUGH,

AUCTIONEERS

AND

COMMISSION AGENTS.

PUBLIC AUCTION.

THE Undersigned have received instructions from W. Lysaght, to sell by Public Auction,

on

MONDAY and TUESDAY, the 26th and 27th September, 1910, commencing each day at 2 P.M., at 'HOMVILLE', WINGLAI ROAD,—

THE WHOLE OF HIS

VALUABLE HOUSEHOLD FURNITURE

THEREIN CONTAINED, Comprising—

Teakwood Hatstand with Glass, Overmantel with Bevelled Glass, Double and Single Iron Bedsteads with Wire and Rattan Mattresses, Teakwood Wardrobes with Bevelled Glass, Marble-top Washstands, Toilet Sets, Dressing Tables with Bevelled Glass, Lady's Desk, Bookcases, Teakwood Extension Dining Table and Chairs, Glass Bookcase and 2-P. Ware, Oil Paintings, Water Colours, Engravings, Fur Rugs, Japanese and Chinese Carols, a large quantity of Canton Carved Blackwood Ware;

Also

One Cottage Piano by Challen & Co., One Iron Safe by Chubb's, and

A quantity of Plants in Pots. Catalogues will be issued. Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, September 17, 1910. 1137

PUBLIC AUCTION.

THE Undersigned have received instructions from H. Percy Smith, Esq., to sell by Public Auction,

on

TUESDAY, the 27th September, 1910, at 11 A.M., at No. 5, QUEEN'S ROAD CENTRAL, Top Floor,—

A QUANTITY OF

VALUABLE OFFICE FURNITURE,

Comprising—

American Roll-top Desk, Writing Tables, Revolving Stationary and Bookcases, 2 Shannon Files, Cabinets, a number of Large Pictures in Frames and a quantity of Signaling Flags, &c., &c.;

Also

Two well-made Camphorwood Butterflies, Queen, One Hummer Bicycle in good condition and One Mfg. phone.

Terms:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, September 21, 1910. 1160

CAN YOU FIND

A BETTER OFFER

THAN THIS?

1. Government and Municipal Guarantees for the ultimate repayment of principal, at least.

2. Possibility of Premiums, the smallest affording ample interest on your outlay, the largest constituting a fortune.

3. Payment of the sum you wish to invest by easy instalments.

PREMIUM BONDS

give you these opportunities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, often with Cash Premiums varying from 250 to 500,000, or at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these bonds strictly on a combination of the most advantageous terms, payable by convenient Monthly Instalments ranging from £1 to £25.

We are the largest Dealers in the world. Write for Illustrated Book, post free.

MELVILLE, OLIVE & CO. (Limited), 1, Rue de la Bourse, Paris (France).

Apply to

ST. V. B. DOWN, Singapore.

Singapore, September 21, 1910. 1167

spired and so ably leads may best be described in his own words:—

"A little more than 40 years ago the negro was made free; he had almost no acres of land; now he has an acreage nearly as large as New England. Then he had almost no homes; now he has 400,000 homes. Then he had few farms; now he has 200,000 farms. Then he had no insurance companies; now, he has 85. Then he had no undertakers; now he has several thousands. When the American negro was made free about 3 per cent. could read or write; now 67 per cent. can both read and write. Then he had few churches; now he has 26,000 churches."

THE OBSTACLES TO PROGRESS.

Something has been done; but much remains to be achieved. The work that coloured people are doing for their own race at places like Tuskegee, and which white persons are helping them to do at such institutions as Hampton in Virginia, has hardly more than started. There are many obstacles in the way. There is the prejudice of the South against the uplift of the negro, which, if growing steadily less, is still potent. There is the sentimentalism of the North, responsible in years gone by for the crowning blunder of the premature enfranchisement of the negro, which, though more subdued than it once was tends to complicate matters by forcing upon the negro an impracticably high education and ideas correspondingly at variance with the teaching of men like Mr. Washington. There is also an important point which is often overlooked—the attitude of the low class immigrant whites towards people of colour. It is prompted not so much by real race prejudice as by joy at finding on their arrival a race which is *ex-officio* "under dog" to, and hence assailable, by the means of whites. Being both irresponsible and degraded this feeling fulfils itself very dangerously. Many of the Reno prize fight disturbances were caused by it. It bulked large in the Springfield riots, and justified the comment of the Southern Press to the effect that if the South occasionally lynched, it did so on provocation and not merely indiscriminately to gratify base passions. A race riot complicates the race problem in an equal extent, be it in the North or in the South.

THE PROBLEM IN THE SOUTH.

From the point of view of the South the fight is also to be deplored. It had long ago been decided that if Johnson were to win it would be impossible to display in Southern cities the moving pictures of the rounds. Many Northern cities have since vetoed the pictures, ostensibly because the show would tend to brutalise. In the South they will not be exhibited purely for reasons of race. There has been perhaps something rather artificial in the race prejudice of the South. Its fundamental motive has been complicated by outside interference. The admittance of the negro to equal political rights was violently deprecated by people who realised his limitations. For many years the resentment thus generated took the form of, unscrupulous political repression and bitter social repression. It is only lately that fraud and force at the ballot have been to a great extent replaced by more or less legal methods of race disfranchisement. It is only lately that the South has awakened to the fact that no amount of social repression can eliminate the negro, and has begun to consider the problem in the light of reason, and not through the mist of prejudice arising from a generation of despair and bitter struggling against the inevitable. It is only lately, moreover, that the coloured race has begun to realise the equal hopelessness of its struggle for social recognition and to try to adapt itself to circumstances in a way which may be hoped to win the toleration and respect of the white race. The prizefight has been to the Southern whites an irritant, inasmuch as it has displayed to them the crowning outrage of one of their colour lying humbled at the feet of a negro; while to the negro it has been an incitement to forget again the place they were finding and to indulge in vapourings calculated to excite the passions of the bad old days. The fight tended to arouse the worst in human nature in a controversy around a problem which can only be solved by the free play of all that is best in human nature, of mutual forbearance, forgiveness, and charity. Yet it is perhaps a hopeful sign that the aftermath of evil was not greater. If it has done harm it has not done a tithe the harm it might have done. That is something to the good. So is the general agreement between the best in both races that such encounters between the races must never again be permitted. The agreement seems to be based upon a healthy understanding of facts. If it means that people have had another incentive given them to regard the negro problem as a situation and not as a theory, it may in the long run have done something, not towards the elimination of the colour line, which is impossible, but towards adaptation of the colour line to the real, social and economic needs of the country, and especially of the South.

FERNS FOR SALE.

MAIDENHAIR FERNS (Adiantum) comprising following species:—1. To 18" high. 2. To 24" high. 3. To 30" high. 4. To 36" high. 5. To 42" high. 6. To 48" high. 7. To 54" high. 8. To 60" high. 9. To 66" high. 10. To 72" high. 11. To 78" high. 12. To 84" high. 13. To 90" high. 14. To 96" high. 15. To 102" high. 16. To 108" high. 17. To 114" high. 18. To 120" high. 19. To 126" high. 20. To 132" high. 21. To 138" high. 22. To 144" high. 23. To 150" high. 24. To 156" high. 25. To 162" high. 26. To 168" high. 27. To 174" high. 28. To 180" high. 29. To 186" high. 30. To 192" high. 31. To 198" high. 32. To 204" high. 33. To 210" high. 34. To 216" high. 35. To 222" high. 36. To 228" high. 37. To 234" high. 38. To 240" high. 39. To 246" high. 40. To 252" high. 41. To 258" high. 42. To 264" high. 43. To 270" high. 44. To 276" high. 45. To 282" high. 46. To 288" high. 47. To 294" high. 48. To 300" high. 49. To 306" high. 50. To 312" high. 51. To 318" high. 52. To 324" high. 53. To 330" high. 54. To 336" high. 55. To 342" high. 56. To 348" high. 57. To 354" high. 58. To 360" high. 59. To 366" high. 60. To 372" high. 61. To 378" high. 62. To 384" high. 63. To 390" high. 64. To 396" high. 65. To 402" high. 66. To 408" high. 67. To 414" high. 68. To 420" high. 69. To 426" high. 70. To 432" high. 71. To 438" high. 72. To 444" high. 73. To 450" high. 74. To 456" high. 75. To 462" high. 76. To 468" high. 77. To 474" high. 78. To 480" high. 79. To 486" high. 80. To 492" high. 81. To 498" high. 82. To 504" high. 83. To 510" high. 84. To 516" high. 85. To 522" high. 86. To 528" high. 87. To 534" high. 88. To 540" high. 89. To 546" high. 90. To 552" high. 91. To 558" high. 92. To 564" high. 93. To 570" high. 94. To 576" high. 95. To 582" high. 96. To 588" high. 97. To 594" high. 98. To 600" high. 99. To 606" high. 100. To 612" high. 101. To 618" high. 102. To 624" high. 103. To 630" high. 104. To 636" high. 105. To 642" high. 106. To 648" high. 107. To 654" high. 108. To 660" high. 109. To 666" high. 110. To 672" high. 111. To 678" high. 112. To 684" high. 113. To 690" high. 114. To 696" high. 115. To 702" high. 116. To 708" high. 117. To 714" high. 118. To 720" high. 119. To 726" high. 120. To 732" high. 121. To 738" high. 122. To 744" high. 123. To 750" high. 124. To 756" high. 125. To 762" high. 126. To 768" high. 127. To 774" high. 128. To 780" high. 129. To 786" high. 130. To 792" high. 131. To 798" high. 132. To 804" high. 133. To 810" high. 134. To 816" high. 135. To 822" high. 136. To 828" high. 137. To 834" high. 138. To 840" high. 139. To 846" high. 140. To 852" high. 141. To 858" high. 142. To 864" high. 143. To 870" high. 144. To 876" high. 145. To 882" high. 146. To 888" high. 147. To 894" high. 148. To 900" high. 149. To 906" high. 150. To 912" high. 151. To 918" high. 152. To 924" high. 153. To 930" high. 154. To 936" high. 155. To 942" high. 156. To 948" high. 157. To 954" high. 158. To 960" high. 159. To 966" high. 160. To 972" high. 161. To 978" high. 162. To 984" high. 163. To 990" high. 164. To 996" high. 165. To 1002" high. 166. To 1008" high. 167. To 1014" high. 168. To 1020" high. 169. To 1026" high. 170. To 1032" high. 171. To 1038" high. 172. To 1044" high. 173. To 1050" high. 174. To 1056" high. 175. To 1062" high. 176. To 1068" high. 177. To 1074" high. 178. To 1080" high. 179. To 1086" high. 180. To 1092" high. 181. To 1098" high. 182. To 1104" high. 183. To 1110" high. 184. To 1116" high. 185. To 1122" high. 186. To 1128" high. 187. To 1134" high. 188. To 1140" high. 189. To 1146" high. 190. To 1152" high. 191. To 1158" high. 192. To 1164" high. 193. To 1170" high. 194. To 1176" high. 195. To 1182" high. 196. To 1188" high. 197. To 1194" high. 198. To 1200" high. 199. To 1206" high. 200. To 1212" high. 201. To 1218" high. 202. To 1224" high. 203. To 1230" high. 204. To 1236" high. 205. To 1242" high. 206. To 1248" high. 207. To 1254" high. 208. To 1260" high. 209. To 1266" high. 210. To 1272" high. 211. To 1278" high. 212. To 1284" high. 213. To 1290" high. 214. To 1296" high. 215. To 1302" high. 216. To 1308" high. 217. To 1314" high. 218. To 1320" high. 219. To 1326" high. 220. To 1332" high. 221. To 1338" high. 222. To 1344" high. 223. To 1350" high. 224. To 1356" high. 225. To 1362" high. 226. To 1368" high. 227. To 1374" high. 228. To 1380" high. 229. To 1386" high. 230. To 1392" high. 231. To 1398" high. 232. To 1404" high. 233. To 1410" high. 234. To 1416" high. 235. To 1422" high. 236. To 1428" high. 237. To 1434" high. 238. To 1440" high. 239. To 1446" high. 240. To 1452" high. 241. To 1458" high. 242. To 1464" high. 243. To 1470" high. 244. To 1476" high. 245. To 1482" high. 246. To 1488" high. 247. To 1494" high. 248. To 1500" high. 249. To 1506" high. 250. To 1512" high. 251. To 1518" high. 252. To 1524" high. 253. To 1530" high. 254. To 1536" high. 255. To 1542" high. 256. To 1548" high. 257. To 1554" high. 258. To 1560" high. 259. To 1566" high. 260. To 1572" high. 261. To 1578" high. 262. To 1584" high. 263. To 1590" high. 264. To 1596" high. 265. To 1602" high. 266. To 1608" high. 267. To 1614" high. 268. To 1620" high. 269. To 1626" high. 270. To 1632" high. 271. To 1638" high. 272. To 1644" high. 273. To 1650" high. 274. To 1656" high. 275. To 1662" high. 276. To 1668" high. 277. To 1674" high. 278. To 1680" high. 279. To 1686" high. 280. To 1692" high. 281. To 1698" high. 282. To 1704" high. 283. To 1710" high. 284. To 1716" high. 285. To 1722" high. 286. To 1728" high. 287. To 1734" high. 288. To 1740" high. 289. To 1746" high. 290. To 1752" high. 291. To 1758" high. 292. To 1764" high. 293. To 1770" high. 294. To 1776" high. 295. To 1782" high. 296. To 1788" high. 297. To 1794" high. 298. To 1800" high. 299. To 1806" high. 300. To 1812" high. 301. To 1818" high. 302. To 1824" high. 303. To 1830" high. 304. To 1836" high. 305. To 1842" high. 306. To 1848" high. 307. To 1854" high. 308. To 1860" high. 309. To 1866" high. 310. To 1872" high. 311. To 1878" high. 312. To 1884" high. 313. To 1890" high. 314. To 1896" high. 315. To 1902" high. 316. To 1908" high. 317. To 1914" high. 318. To 1920" high. 319. To 1926" high. 320. To 1932" high. 321. To 1938" high. 322. To 1944" high. 323. To 1950" high. 324. To 1956" high. 325. To 1962" high. 326. To 1968" high. 327. To 1974" high. 328. To 1980" high. 329. To 1986" high. 330. To 1992" high. 331. To 1998" high. 332. To 2004" high. 333. To 2010" high. 334. To 2016" high. 335. To 2022" high. 336. To 2028" high. 337. To 2034" high. 338. To 2040" high. 339. To 2046" high. 340. To 2052" high. 341. To 2058" high. 342. To 2064" high. 343. To 207

A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

BRANDY

	Per cask of 24 doz.
1-SUPERIOR PALE, Red Capsule	23
2-SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S *** COGNAC, Gold Capsule	29
3-SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	35
4-VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	40
5-FINEST OLD BROWN BRANDY, Gold and White Capsule	30
6-ROUSSEAU'S CHAMPAGNE LIQUEUR	40
7-FINE PALE COGNAC	64.80
8-O. F. V. O.	100.00
9-VERY FINE LIQUEUR COGNAC, 60 Years Old	

Note: For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 per Dozen.

NEW
PIANOS

ON HIRE

AT

\$10 PER MONTH.

Tuning and Regular
Attention Inclusive.S. MOUTRIE & Co.,
LIMITED.

HONGKONG, APRIL 19, 1907

WM. POWELL,
LIMITED.

ALEXANDRA BUILDINGS.

NEW SEASON'S
DRESS
FABRICS.Fashionable
Cloths.TWEEDS,
TARTANS,
VOILES,
POPLINS, etc.

Patterns on Application.

Wm. Powell, Ltd.
ALEXANDRA BUILDINGS.

'EMPIRE'

CINEMATOGRAH THEATRE.

PREMIER HALL OF THE COLONY.
Des Vaux Road Central,
Opposite Central Market.Performances:—7.15 to 9 and
9.15 to 11.30 p.m.GRAND PROGRAMME OF
MAGNIFICENT FILMS.Great Success of the eminent Soprano
Miss ADDIE LEIGH
in High-class and select Music.The celebrated Scotch
Miss MAGGIE FRAZER
and Miss MAY LEWIS.

But an examination of the statistics shows that this is by no means the case. The recent improved demand may have originated in the low prices ruling some time ago, and the extremely cheap price at which blends of inferior grades have been advertised; but the general prosperity of the country at present, and the consequent increased ability to purchase of the average consumer, have caused it to continue. The establishment of old-age pensions has had something also to do with the increased consumption of tea among the poorer classes, who are now able to afford the luxury of better tea and more of it, than many of them could when there was no 5s. a week coming in towards the support of the old fathers and mothers.

It is a pity that the China tea trade has not shared the same splendid prosperity as that which has accrued to India and Ceylon. Mr. PATTERSON justly ascribes the reason for this to "antiquated methods of manufacture, carelessness on the part of the growers, and lack of energy in the Chinese Government." These undoubtedly have all tended to bring China tea into disrepute, so that the imports into Great Britain are reduced to a mere fragment of their former quantity. "The price has also fallen, except for specially fine qualities, for which there is always a fair demand. Recently a strenuous effort has been made to change this state of affairs, and restore the China tea industry to its former position. The result has been a marked improvement in the new season's teas just arriving, and it is probable that this, added to the lowness of stocks of other countries' teas, will give a lift up to the market for China, and increase the demand. Only very exceptional circumstances, however, could effect a return to the former trade done in China tea. The lower class teas have recently been used in blends to a considerable extent, owing to the shortage in common teas generally."

Now the question arises, will the increasing demand lead to over production? Mr. PATTERSON thinks not. To begin with, rubber is already encroaching upon the tea-lands in Ceylon and within a few years a decrease of from 25,000,000 lb. to 30,000,000 lb. may be reckoned upon from this cause alone. In India, too, some old tea lands have gone out of cultivation, and the new ground opened up does not compensate for it. So it does not seem that we shall see very greatly if we adopt Mr. PATTERSON's conclusion that "while on the one hand we have steady markets and fair prices, on the other these are not likely to encourage such enormous plantations of tea areas as has been seen in the past, and the capitalist has every prospect of receiving a fair profit on the money he invests in tea shares for some time to come."

At present the total imports of tea into Great Britain amount to 341,000,000 lb. and of this 40,000,000 lb. only comes from foreign countries. China sends 17,000,000 lb. (or about one-twentieth of the whole), whilst from Java in 1909 was received 14,000,000 lb., a rise of 3,000,000 lb. compared with 1905. The total imports from British possessions. It will be seen, was enormously greater than from foreign countries. Of the 341,000,000 lb. imported, 301,000,000 lb. came from British possessions. If the anticipated falling-off in the Ceylon production is realized, we do not see any reason why China should not supply the deficiency. She has a splendid opportunity if only she has the sense to avail herself of it.

Mr. V. Brown PATTERSON, the well-known London correspondent of the Statesman, writing in the columns of Tropical Life upon the present state of the tea-market at Home, observes:—"It might be thought that consumption of tea in Great Britain itself must have reached its maximum by this time, and could only increase in proportion to the increase of population.

GOVERNMENT HOUSE.

We are requested by Sir Henry May to state that His Excellency regrets that the Garden Party which was to have taken place at Mountain Lodge on the 30th instant has been unavoidably postponed. Lady May will be at home as usual on that day between 4.30 and 6 p.m.

NEWS OF THE DAY.

Permission has been granted by the commandant of Sevastopol to a couple of German engineers to attempt to raise a British ship sunk during the Crimean war in Balaklava Bay with a quantity of bullion on board.

A clever capture has been made by the police in connection with the theft of jewels to the value of £3,000 from Mrs. Bacon, of New York, sister-in-law of Sir Gilbert Parker, M.P. Suspicion fell on Mrs. Bacon's maid, a French woman, with the result that her husband, an Italian named Ottavio, has been arrested at Vicby with all the jewellery in his possession.

Many people are puzzled as to the difference between a 12-inch and a 13.5-inch gun. Guns are measured by the bore, just as motor car engine cylinders are. A 12-inch gun, therefore, is a gun that fires a shot which is 12 in. in diameter. The length of a gun is reckoned in calibres. For instance a 10-calibre 12-inch gun is one 50 times the length of its bore, that is to say, 50 ft. long. A 50-calibre 6-inch gun would be 30 ft. long, and so on.

Miss Maud Jeffries, the actress, who was for some years the leading lady of the late Wilson Barrett, and whose Maud in his remarkably successful "Sign of the Cross" is well remembered by many players, has been, in theatrical phrase, "out of the bill" for several years. She left the stage on becoming the wife of a wealthy Australian woolgrower. The mail brings news of her emergence from retirement to play at a matinee in a Sydney theatre for the benefit of the Bush Nursing Scheme, initiated by the Countess of Dudley, wife of the Governor-General of the Commonwealth. She appeared as the animated statue in Sir W. S. Gilbert's "Pygmalion and Galatea." The theatre was densely crowded, and the net-profit of the performance exceeded £700.

Addressing the shareholders of the Milford Docks Company the other day Mr. C. E. Newson described how London lost Liverpool. He described the narrative as "a real fairy tale." "There was a time," he said, "when the City of London advanced to the Crown £367,897 2s. and in discharge of the debt the fee simple of some 300 manors and estates was conveyed to the corporation. Amongst them was the lordship of Liverpool, with all customs, anchorage, and tolls of the waters of the Mersey, and with all the manorial, seigniorial, and regal rights of the town and lordship of Liverpool then existing. And this lordship, and those rights, from which an annual income in millions is now derived, were sold by the shortsighted corporation of the period to Lord Maryborough for the sum of £458."

Mr. Sidney Nash Castle, whose death has occurred at Kingston-on-Thames, was head of the shipbuilding firm of Vauxhall Bridge, Woolwich, and Charlton; and he is stated to have broken up more than 800 ships with an aggregate tonnage of 1,000,000. These included the Saucy Arothusa, the Princess Royal, the Collingwood, the Royal Albert, the Duke of Edinburgh, the Colossus, the Camperdown, the Galatea (in which the late Duke of Edinburgh served as a midshipman), the Dido, the Duke of Wellington, the Algiers, the Hannibal, the Edgar, the Formidable, and the Impregnable, with the whole of the class of twelve early wood-built armour-plated ships. Mr. Castle broke up the Sarapis, the troopship in which King Edward VII., when Prince of Wales, made the voyage to India in 1875. Among the more recent ships broken up by the firm were the Ajax, the Alexandria, the Undaunted, the Conqueror, the Swiftsure, and the Thunderer.

There is a tendency just now to go back to some of the old types in golf clubs, remarks the World. We are generally supposed to have been making great progress in the matter of clubs in recent times, but some of the more thoughtful golfers are beginning to have uneasy doubts about this supposed progress. They have a suspicion that our much-despised forefathers in the game knew more about the way to make a good and useful club than we give them credit for. The Dreadnought driver, with its big head, is a reversion to the ancient type, and golfers who have once used it are so delighted with the feel of it that they are unlikely to return over to the smaller-headed clubs of modern invention. Now there is a driver coming into fashion which is a sort of compromise between the Dreadnought and the still more ancient long-faced pattern which was used in old days. The head is very narrow and long, with a very long and rather shallow face. One clubmaker is giving also the bulge, which was once so much in fashion. In putters, too, how many are taking now to the old clock putter and discarding the more modern forms.

HOW TO CURE A COLD.

Be as careful as you can, you will occasionally take cold, and when you do, get a medicine of known reliability, one that has an established reputation and that is certain to effect a quick cure. Such a medicine is Chamberlain's Cough Remedy. It has gained a world-wide reputation by its remarkable cures of the most common ailment, and can always be depended upon. For sale by all chemists and storekeepers.

NEWS OF THE DAY.

The H.M.T. Rohilla leaves Suez to-day, arriving at Colombo on 3rd October.

The Austrian cruiser Panther came into port to-day from Swatow. She is flying her home-going pennant.

There are men-of-war of four nationalities in the harbour just now—British, American, Portuguese and Austrian.

We have been informed by the Colonial Secretary's Office that quarantine on arrivals from Manila has been withdrawn.

The whole of the debris caused by the collapse of buildings in Morrison Street has now been removed and no more bodies have been found. The total number of deaths caused by the disaster was nine.

During the early hours of yesterday morning some-one stole from the Sailors' Institute at Fraya East a silver flower stand inscribed, "Presented to Mrs. Molson by Navy Friends," (value £40), a watch worth £45, and a pair of binoculars valued at \$10.

We would again remind our readers that the performance of Arthur Law's amusing farce, The New Boy, at the Theatre Royal to-morrow night is the last the Warwick Major Comedy Co. is giving prior to their departure for the North.

A newspaper for hungry people, which can be eaten after being read, thus affording nourishment for the body as well as the mind; is published in Paris, and is called The Regal. It is printed with an ink guaranteed non-poisonous, on thin sheets of dough.

The movement for the abolition of the queue is slowly gaining ground. Mr. Sung, the Chinese interpreter in the Hongkong Second Magistrate's Court, has led the way among his colleagues, and to-day appeared in Court minus his queue and attired in European clothes.

The case in which D. Harvey sued the Robinson Piano Co., Ltd., to recover \$500 was settled this morning before it came on for hearing before Mr. Justice Hazeland and a common jury at the Supreme Court. Defendants released plaintiff from his covenant prohibiting him from working in the Colony and returned his box of tuning instruments, plaintiffs to pay \$150.

The first volume of "The Life of Lord Beaconsfield," based on his private papers, on which Mr. W. F. Monypenny has been for some years at work, is to be published this autumn by Mr. Murray. It will cover the period from Disraeli's birth in 1804 to his entry into Parliament in 1837. The remaining volumes, it is hoped, will follow at short and regular intervals. An American edition will be published simultaneously by the Macmillan Company of New York.

Interest in the search for the lost Armada treasure ship Florancia, in Tobemary Bay, has been revived by the finding of a mass of metal weighing about 50 lb. The block, which is rectangular in shape, is believed to be silver, and a piece has been sent to Messrs. Johnson and Matthews, assayers, London, whose confirmation is anxiously awaited by the representatives of the syndicate making the search. Other articles of a more or less valuable character are being daily brought to the surface, but so far the bulk of the treasure has not been located.

A Manchester correspondent asks the Glasgow Herald to state the correct spelling of what he calls "Dochan Dorrin," an attempt which shows that there is a great room for variety. In Manchester, it seems from this gentleman, the words are used a great deal "after a party, when the gentlemen are taking their last drink." The Herald remarks that Manchester seems quite sound as to the proper use of the words, and that is what really matters. The Gaelic is "dochan doirne," literally, the drink at the door, or the standing drink. The accredited Scottish spellings are "dochan doirne" and "dochan doirne."

The Liverpool Journal of Commerce remarks that a most important development in the ocean passenger trade took shape when, at Belfast, the steamer Eneas was launched. This vessel, of 10,000 tons gross, is the first of three similar steamers, and she has been built to the order of Messrs. Alfred Holt and Co., of Liverpool (known the world over as the "Blue Funnel Line") and will inaugurate a new passenger service to and from Australia. A distinctive feature of the new service will be that only one class of passenger will be carried, viz., first class, and provision of a very generous nature will be provided on the steamers for no fewer than 300 such passengers. Flagship will be the embarkation and disembarkation port for the passengers.

We are informed that Mr. D. Percebois has been appointed Acting Deputy Commissioner of the Chinese Imperial Maritime Customs at Tientsin. Mr. Percebois was recently engaged by the Hongkong Government in the work of organising the revenue department on the coming into force of the liquor duties, and while here he made many friends, who will bear of his promotion with feelings of pleasure.

THE HAGUE OPIUM CONFERENCE.

BRITAIN'S STIPULATION.

(Reuter's Service to the China Mail.)

LONDON, September 22.—Britain has agreed to the American proposal for the holding of an Opium Conference at the Hague, but stipulates that the existing British agreement with China must be excluded from the discussion.

PRINCE TSAI HSUN ILL.

ATTACKED WITH BRONCHITIS IN AMERICA.

(Reuter's Service to the China Mail.)

LONDON, September 22.—Prince Tsai Hsun, after having met Mr. Schwab, who controls the Bethlehem and Union Shipbuilding yards, in San Francisco, in reference to the construction of vessels for the Chinese Navy, was, while travelling from San Francisco to New York, attacked with bronchitis.

BRITISH SQUADRON AT YOKOHAMA.

A WEEK'S VISIT.

(Independent News Agency's Service to the China Mail.)

TOKYO, September 22.—H.M.S. Minotaur and H.M.S. Monmouth arrived at Yokohama yesterday. It is said that they will stay there for about a week.

Rear Admiral Winslow, the Commander-in-Chief, and the Captains of the two ships came up to Tokyo to-day and paid calls on Admiral Saito, the Minister for the Navy.

TURCO-ROUMANIAN CONVENTION.

BRITISH PRESS COMMENTS.

(Reuter's Service to the China Mail.)

LONDON, September 21.—The Turco-Roumanian Secret Convention is the theme of the newspapers which accept it as a fact and comment cautiously in the absence of particulars.

While a section deplores the wane of British influence in Turkey and attacks British diplomacy in connection with the question, the majority consider the Convention an excellent thing, since it will tend to secure the peace of the Balkans and avert the danger of an explosion between the hotbeds of Sofia and Athens.

THE GERMAN SPY.

PRIMA FACIE CASE MADE OUT.

(Reuter's Service to the China Mail.)

LONDON, September 21.—The case against the German subaltern, named Helm, accused of espionage at Portsmouth, was resumed yesterday and the Bench decided that a prima facie case had been made out. The hearing was adjourned until the 28th inst., and bail was refused.

LONDON, September 22.—The charge of felony against the German subaltern Helm has been dropped, and he has been remanded for misdemeanour.

A DANGER AVOIDED.

THERE is no danger from blood poison resulting from a wound when Chamberlain's Pain Balm is applied. It is an antiseptic liniment. For sale by all chemists and storekeepers.

THE TURKISH LOAN.

AN ATTEMPT TO BLACKMAIL FRANCE.

A Warning to Britain.

(Reuter's Service to the China Mail.)

LONDON, September 22.

Reuter's Paris correspondent is informed from an authoritative official quarter that the French Government regards the loan agreement between Turkey and the Cased group of financiers as nothing more or less than an attempt by Turkey to blackmail France and secure British assistance. The agreement was provisional and would only come into effect on October 1st in the event of the negotiations with France being finally abandoned; but it may already be regarded as definitive, the French Government refusing to abate one jot of the conditions.

The correspondent's informant added:—If Britain is willing to help Turkey in joining hands with the Triple Alliance and in buying ships and guns from Germany that is her affair, but the French Government will do its utmost to prevent a scrap of loan paper coming into the French market."

NO FUNDS.

(Wah Tze Yat Po's Service.)

PEKING, September 21.

The Viceroy of Chihli memorialised the Throne requesting funds for the redemption of the Chinese Engineering and Mining Company's Kaiping coal mine. The Board of Revenue was accordingly instructed to investigate the matter, and after doing so the Board replied that there were no funds available for the purpose.

MACAO BOUNDARY DISPUTE.

(Wah Tze Yat Po's Service.)

PEKING, September 21.

During an interview between officials of the Wai-wu-pu and the Portuguese Minister on the matter of the Macao delimitation dispute the latter would not commit himself to terms and requested that the points be referred to the Portuguese Home Government.

GOVERNMENT BONDS.

(Wah Tze Yat Po's Service.)

PEKING, September 21.

The Wai-wu-pu has made a proposal to the effect that Government bonds be issued, and the Prince Regent has ordered a special meeting of all the Ministers to confer on the subject.

A PROGRESSIVE PRINCE.

(Wah Tze Yat Po's Service.)

PEKING, September 21.

Prince Su's son, who has returned from America, has cut his queue off.

THE RULE OF THE ROAD.

The master of the Government steam launch Lady Jane summoned the master of the steam launch Hoi Chu for unlawfully disregarding the rule of the road. The case came before Commander Basil Taylor, R.N., at the Marine Court to-day.

Complainant stated he was going from Yau-mai to Shek Tong Tsui and when near a sailing ship off Yau-mai he saw the Hoi Chu approaching from Hongkong to Sam Shui, on his port bow. It was about 110 feet off. He could not see the launch before on account of the sailing ship. Complainant went full speed ahead but too late to avoid a collision. Later complainant stated that it was a fishing junk that obscured his view.

A fine of \$25 or six weeks' imprisonment was imposed. Defendant's certificate was also suspended for two months and he will have to pass the Rule of the Road examination before it is returned.

Don't Smoke

'STATE EXPRESS' CIGARETTES

UNLESS YOU CAN APPRECIATE A GOOD CIGARETTE.

The State Express Cigarettes, Virginian and Turkish Leaf Blends, are recognised as the Standard of Purity and quality all the world over.

Quality combined with cheapness is the motto of the Ardath Tobacco Co.

Prices for State Express Cigarettes to be obtained from

H. Price & Co., Ltd.

12, Queen's Road Central Hongkong.

TELEPHONE No. 135.

Hongkong, Sept. 18, 1910.

THE BANK LINE, LIMITED.

DODWELL & CO., LTD., Agents

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	To SAIL ON	REMARKS
SHANGHAI, MOJI, KOBE (PALAWAN) AND YOKOHAMA	(Capt. C. R. Longden, R.N.)	September 24th	Freight and Passage.
SHANGHAI	(Capt. Owen Jones, R.N.)	29th Sept.	Freight and Passage.
LONDON, via UNDA PORT, DELHI, and CALCUTTA	(Capt. G. W. Gordon, R.N.)	1st Oct.	See Special Advertisement.
LONDON & ANTWERP, via SYRIA	(Capt. D. C. Gibson, R.N.)	About 5th Oct.	Freight and Passage.

R. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

EMPERESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 6 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong:	From Quebec or St. John, N.B.
EMPERESS OF JAPAN	EMPERESS OF IRELAND
SATURDAY, 8th Oct.	FRIDAY, 4th Nov.
EMPERESS OF CHINA	ALLAN LINE
SATURDAY, 29th Oct.	FRIDAY, 25th Nov.
EMPERESS OF INDIA	
TUESDAY, 8th Nov.	
EMPERESS OF BRITAIN	
SATURDAY, 19th Nov.	FRIDAY, 16th Dec.
EMPERESS OF JAPAN	ALLAN LINE
SATURDAY, 17th Dec.	FRIDAY, 13th Jan.
EMPERESS OF CHINA	ALLAN LINE
SATURDAY, 14th Jan.	FRIDAY, 10th Feb.

'Empress' Steamships leave Hongkong at 5.00 p.m. and 'Monteagle' at 12 Noon. Each Trans-Pacific 'Empress' connects at Vancouver with a Special Mail Express Train, and at Quebec or St. John, N.B. with Atlantic Mail Steamer as shown above.

The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamers on the Pacific and the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by the Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTEAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH OREGON RAILROAD & NAVIGATION CO. FOR PORTLAND, via MANILA, MOJI, KOBE, YOKOHAMA AND HAKODATE.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

FOR PORTLAND, via MOJI, KOBE AND YOKOHAMA. SELJA 4459 OAP Lte. 12th October.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with us apply to FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW AMOY & FOOCHOW AND RETURN.

STEAMSHIPS: HAIYANG, Capt. A. E. Hodgins, FRIDAY, 23rd Sept., at 10 A.M.; HAICHING, Capt. W. C. Parsons, TUESDAY, 27th Sept., at 10 A.M.; HAITAN, Capt. J. W. Evans, FRIDAY, 30th Sept., at 10 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days). LEAVING: HAIMUN, Capt. A. H. Stewart, SUNDAY, 25th Sept., at 11 A.M.; HAIMUN, Capt. A. H. Stewart, WEDNESDAY, 28th Sept., at 11 A.M.

Steamers will arrive at, and depart from the Company's Wharf (near Blake Pier).

During the Months of August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, June 23, 1910.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE. (SUBJECT TO MODIFICATION)

STEAMERS: EASTERN, ALDENHAM, EMPIRE, EASTERN.

ARRIVE HONGKONG FROM AUSTRALIA: EASTERN, Sept. 23; ALDENHAM, Oct. 21; EMPIRE, Nov. 15.

LEAVE HONGKONG FOR AUSTRALIA: EASTERN, Oct. 8th, at Noon; ALDENHAM, Oct. 22nd, at Noon; EMPIRE, Nov. 12th, at Noon; EASTERN, Dec. 10th, at Noon.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

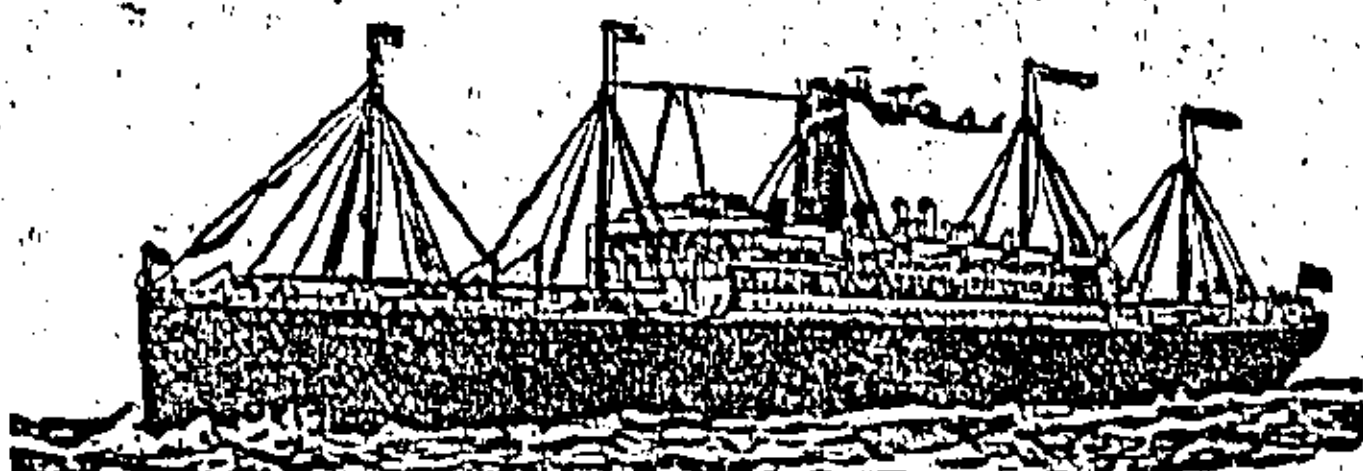
For further particulars, apply GIBB, LIVINGSTON & CO., Agents.

Hongkong, November 2, 1908.

Shipping.

PACIFIC MAIL S.S. COMPANY, TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	Tons	SAILING DATE	Time
TENYO MARU	21,000	SATURDAY, 24th Sept.	at 1 p.m.
KOREA	18,000	SATURDAY, 1st Oct.	at 1 p.m.
NIPPON MARU	18,000	SATURDAY, 15th Oct.	at 1 p.m.
SIBERIA	18,000	SATURDAY, 22nd Oct.	at 1 p.m.
MANCHURIA	27,000	SATURDAY, 5th Nov.	at 1 p.m.
OHIO MARU	21,000	SATURDAY, 12th Nov.	at 1 p.m.
MONGOLIA	27,000	SATURDAY, 3rd Dec.	at 1 p.m.

Twin Screw, Triple Screw Steamer. The T. K. E. s. TENYO MARU will be despatched for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, 24th September, at 1 p.m.

Fares: Hongkong to London £71, 10. 0. Return six months £120 2s months £125; including Berth and Meals across America.

INTERMEDIATE SERVICE.

China, 10,200 Tons, SATURDAY, 29th Oct., at 1 p.m.
Asia, 9,500 " SATURDAY, 19th Nov., at 1 p.m.

The s.s. CHINA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Shimizu, Yokohama and Honolulu, on SATURDAY, October 29th, at 1 p.m.

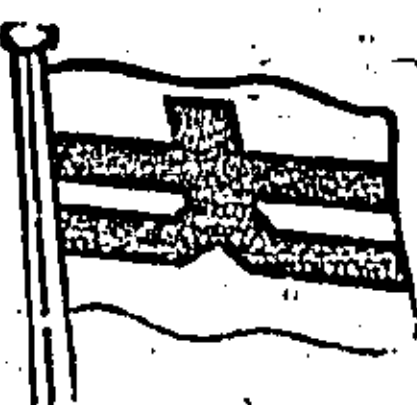
The fine Mail Steamers ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Ports £243.
Hongkong to London via New York £245.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information, apply to the Agency of the Companies, Kwa's Building (opposite Blake Pier).

FRED J. HALTON, Agent.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Consisting of TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY.
THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
VICTORIA, B.C. & TACOMA, via MOJI, KOBE AND YOKOHAMA	PANAMA MARU, Capt. T. Ogata.	8,050	Wednesday, 21st Sept., at Noon.
VICTORIA, B.C. & TACOMA, via MOJI, KOBE AND YOKOHAMA	SEATTLE MARU, Capt. T. Saito.	8,182	Wednesday, 5th Oct., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steamer passengers situated. AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leaves
SHANGHAI, via SWATOW, AMOY AND FOOCHOW	OHOSHUN MARU, Capt. T. Saito.	WEDNESDAY, 21st Sept., at Noon.
TAMSAI via SWATOW & AMOY	JOSHIN MARU, Capt. H. Yamaguchi.	SUNDAY, 26th Sept., at 10 A.M.
ANPING, via SWATOW & AMOY	SOSU MARU, Capt. Y. Yamamoto.	WEDNESDAY, 28th Sept., at Noon.

SPECIAL REDUCTION OF 20% will be allowed to 1st and 2nd class passengers to FOOCHOW during the two months of August and September, 1910.

ORIENTAL THROUGH PASSAGE TO NANKING, in connection with the Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

1st Class, \$75.00. 2nd Class, \$55.00. 3rd Class, \$37.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: 'OHOSHUN MARU' and 'BUSUN MARU'—First-class cabins. AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	Tons	To SAIL
NAPLES, GENOA, ANZERS, GIBRALTAR, SOUTHAMP, TON, ANTWERP & BREMEN	BUELOW, Capt. H. Formes.	(16,900)	WEDNESDAY, 21st Sept., at Noon.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA. PRINZ ETEL FRIEDRICH, Capt. E. Malchow. (16,900) 21st Sept.

MANILA, ANGAU, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE. COBLENZ, Capt. H. Raegener. (6,750) SATURDAY, 8th Oct., at Noon.

YOKOHAMA AND KOBE. COBLENZ, Capt. H. Raegener. (6,750) TUESDAY, 20th Sept.

KUDAT AND SANDAKAN. BORNEO, Capt. F. Bombill. (6,050) End of October.

For further Particulars apply to Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

INDIAN TROOPS AND THE CORONATION.

Although, says a London paper, it is in contemplation to bring over for the Coronation an even larger gathering of colonial troops than attended the coronation of King Edward the number of Indian troops is likely to be restricted. The authorities in India had a good deal of trouble with the men who came over on the last occasion when they got back under their native skies. The men were formed into a big camp at Hampton Court, and were thoroughly spoiled by the Londoners who went down to see them. To anyone who knew the East it was a painful sight to see pretty English girls conversing on terms of easy familiarity with low caste Indians who would have been considered fit only to act as their servants in India. The result was that the men went back with an overgrowing sense of their own importance and a disposition to regard themselves as the equals of the whites, which was not healthy in a country governed under the conditions which prevail in India. Moreover, the men communicated their ideas to others, and the results of their visit to England were not of a kind to encourage its repetition on any large scale.

Under the supervision of Major Gross highly successful experiments in shooting at balloons from the shore have taken place off the Baltic coast. A number of cannon belonging to the artillery guards were ranged along the shore near Rugenwalder and were directed at balloons towed far out to sea by the cruiser 'Ladung'. One large balloon was brought down after only a few shots had been fired. In another case the shot exploded within the balloon itself which collapsed and sank into the waves. The picturesque experiments were watched by a large concourse of spectators. The fact that a representative from the Krupp works at Essen was also present indicates that the experiments are of a significant nature and have been made with a view to testing cannon specially constructed for aerial warfare.

Shipping.

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship SUVERIC.

From Hongkong, on TUESDAY, 27th September, for VANCOUVER Direct.

To be followed by KUMERIC, 20th October.

AYMERIC, 20th November.

SUVERIC, 15th December.

OCEANO, 17th January.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada, the United States and to the West Indies.

For further information regarding rates of freight, etc., apply to CANADIAN PACIFIC RAILWAY CO., HONGKONG.

Hongkong, Sept. 13, 1910. 1118

Hotels.

KING EDWARD HOTEL.

HIGH-CLASS HOTEL.

LADIES AFTERNOON TEA ROOMS. Private Bar and Billiard Room. Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required). Tables D'Hotel at SEPARATE TABLES. Tel. Address: 'VICTORIA', Hongkong.

For Terms, etc., apply to the MANAGER. Hongkong, October 2, 1908. 1243

VICTORIA HOTEL.

SHAMKIN, CANTON. Manager: Mr. H. HAYES. Telegraphic Address: 'Victoria' Shanghai.

Situated on the British Consulate.

MACAO HOTEL, MACAO.

Telegraphic Address: 'Farmer' Macao. Situated in the Centre of the City. Every room has a view of the sea.

Both Hotels electrically lighted and under experienced European Supervision. Guides and Chaises Provided. Every information and special attention to Tourists. Reasonable Rates.

Wm. FARMER, Proprietor, Macao, May 13, 1906. 760

BRANDIE PRIVATE HOTEL.

STANDING in its own grounds with 10 Tennis and Croquet Lawns, Large Art and Wall Furnishing. Every home comfort. Fine View of the Harbour. Telephone No. 690.

Apply to Mrs. F. W. WATTS, 'Brandie', 20, Macdonnell Road, Hongkong, September 2, 1908. 1214

'KINGSCLERE' PRIVATE HOTEL.

APPROACHED from Kennedy Road and Macdonnell Road. Tel. No. 124. Telegraphic Address: 'Brandie'. A.B.O. Code, 4th Ed.

Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and the stabling for horses. Proprietress, Mrs. F. FAHSE. Hongkong, September 1, 1908. 1214

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
MANILA	FUENSANG	FRIDAY, Sept. 23, at 4 p.m.
SEANGHAI	TUNGSHING	TUESDAY, Sept. 27, at Noon.
TIENTSIN	CHIPSING	TUESDAY, Sept. 27, at Noon.
SEANGHAI	WONGSANG	WEDNESDAY, Sept. 28, at Noon.
MANILA	LOUNGSAW	FRIDAY, Sept. 30, at 4 p.m.
SEANGHAI, KOBE & YOKOHAMA	KUITSANG	TUESDAY, Oct. 4, at Noon.
SINGAPORE, PENANG AND CALCUTTA	NAMSANG	SATURDAY, Oct. 8, at Noon.

RETURN TOURS TO JAPAN. Occupying 24 days.

THE steamers Kuitsang, Namsang and Fooksang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuantan, Labad, Singapore, Tawau, Ulu, Jesselton and Labuan.

For Freight or Passage, apply to Sub. Exch. 4. Telephone No. 515. JARDINE, MATHESON & Co., Ltd., General Managers.

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

755

